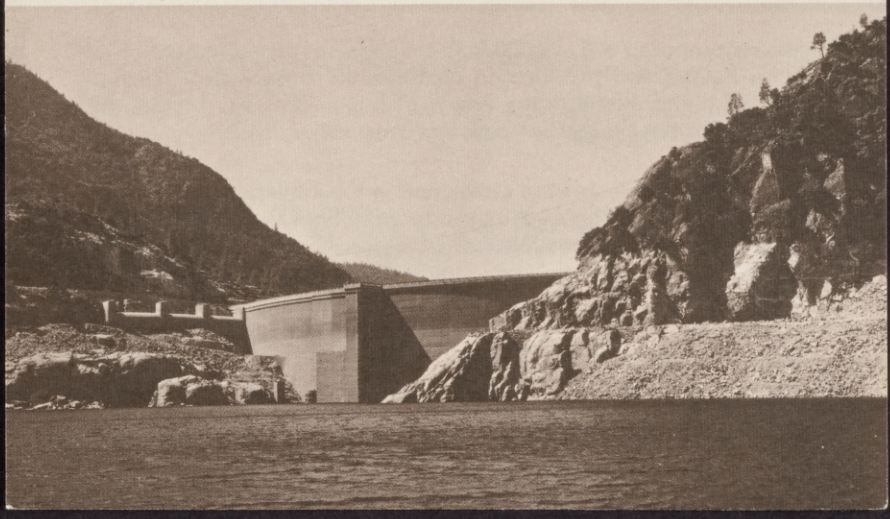
MUNI MEMO TO YOU

HETCH HETCHY POWER MAKES THE MUNI RUN

When your Muni operator starts the streetcar or trolley coach that takes you off to a day's work—or downtown on a shopping expedition, or to Golden Gate Park or the Ocean Beach for pure relaxation—he is using hydro-electric energy generated some 167 miles away from San Francisco.

For it is City-owned powerhouses located in the High Sierra and in the foothills of the Mother Lode country that supply the power with which the Muni performs its formidable assignment of transporting some 655,000 passengers, over half of which are carried on electric vehicles every weekday. This power from San Francisco's vast Hetch Hetchy Water Supply and Power System is provided at cost to the Muni. (The same system supplies power for lighting the City's streets and Municipal buildings as well as for San Francisco International Airport.)



(B)

THE MUNI'S POWER COMES FROM HETCH HETCHY, 167 MILES AWAY

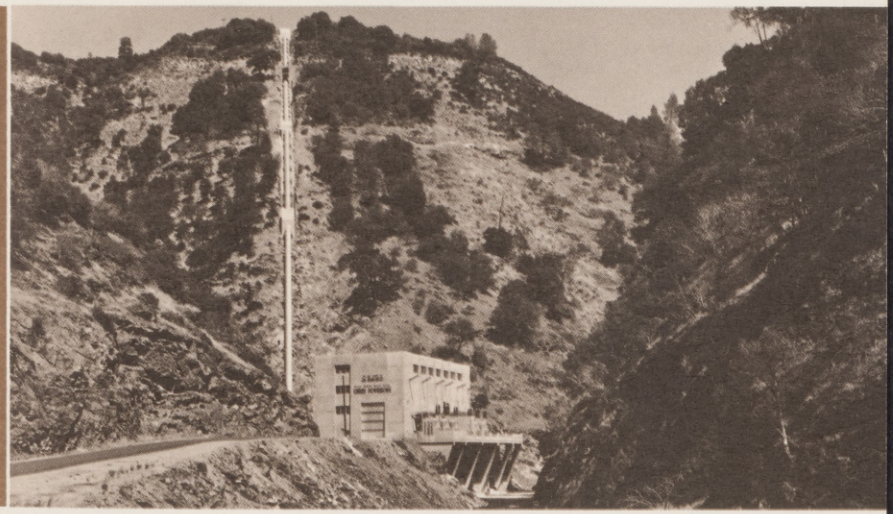
San Francisco's first planning of the great water and power system goes back to the turn of the century when the early planners and engineers decided that the granite-faced Tuolumne River watershed in the Yosemite National Park area would provide the storage for the water needs of the City and its suburban neighbors.

After years of staged development, water was finally brought into the Bay Area from Hetch Hetchy in 1934 and was distributed through the facilities purchased in 1930 from the Spring Valley Water Company. Since 1934, substantial additions have been made to the system, always in stages, always to meet increasing needs of the burgeoning area served. (This year the Public Utilities Commission proposed a $115,000,000 program for the construction of dams, tunnels and pipelines to continue the progressive development of Hetch Hetchy; the Board of Supervisors has placed this measure on the November ballot as Proposition "A".)

Giant power projects were developed in the mountains to generate hydro-electric energy as a by-product of the water system and as an aid in keeping down the cost of water. (Customers pay 10 per cent less for their water today than in 1930!) Among these projects are the Moccasin Powerhouse, completed in 1925, and the big Cherry Powerhouse, just last fall, which together have a total generating capacity of more than 200,000 kilowatts—more than 16 times the amount needed to run the Muni. And the start of major construction on a new project—the 67,500-kilowatt Canyon—is scheduled before the end of this year.

Thus does the Public Utilities Commission continue the development of San Francisco's water supply and power system. It is a continuing program that has no effect on the City's tax rate since all bonds sold since the early 1930s are being repaid by the sale of water and Hetch Hetchy power.

FROM HIGH SIERRA TO THE MUNI: Power to run the Muni comes from such high mountain plants as Cherry Powerhouse (right). On the first page of "Muni Memo" is giant—but, after three drought years, depleted—Hetch Hetchy Reservoir which supplies water for power for the City as well as water for San Francisco, the Peninsula and the South Bay area.



34-WOODSIDE—OUR NEWEST LINE

On Sept. 5, on authorization of the Public Utilities Commission, a new service was inaugurated to operate between Sherwood Heights and Forest Knolls districts.

It's known as the "No. 34-Woodside" line, and passes Forest Hill Station on both northbound and southbound trips and operates Monday through Friday (holidays excepted) with a time table that will provide convenient service to patrons in the new Forest Knolls area.

COURTEOUS SERVICE WITH SAFETY IS OUR CONSTANT GOAL

AMBASSADORS OF GOOD WILL

When Michael McCarthy, 63, was nominated as the Railway's 121st "Muni Man of the Month" one of his passengers wrote "—instead of mentioning some particular act of courtesy we feel that this man is just naturally courteous and helpful to each and every one of his daily passengers."

Although the "particular act of courtesy" is most welcome, and often outstanding, we feel that the operator who strives daily to carry out his job in a conscientious and enthusiastic manner is an even more valuable employee and certainly deserving of the recognition contained in such letters as the one Railway management received concerning Mr. McCarthy.

Another 63-year-old veteran was Mr. Muni for June—Arthur J. Pearce. Holder of seven Safe Driver Awards he is married with three grown children and eleven grandchildren.

Arthur Pearce
No. 45 Line

Michael McCarthy
No. 60 & 61 Lines

George Valentine
No. 30 Line

July's winner was 47-year-old George Valentine who started with the Muni in 1952 and holds five Safe Driving Awards.

If you have a nomination for "Muni Man of the Month" please send it to the address below. The monthly award winner receives $50 donated by Fielder-Sorensen & Davis, transit advertising firm.

SAN FRANCISCO MUNICIPAL RAILWAY
949 Presidio Avenue
San Francisco 15, California

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